

Annual Report of

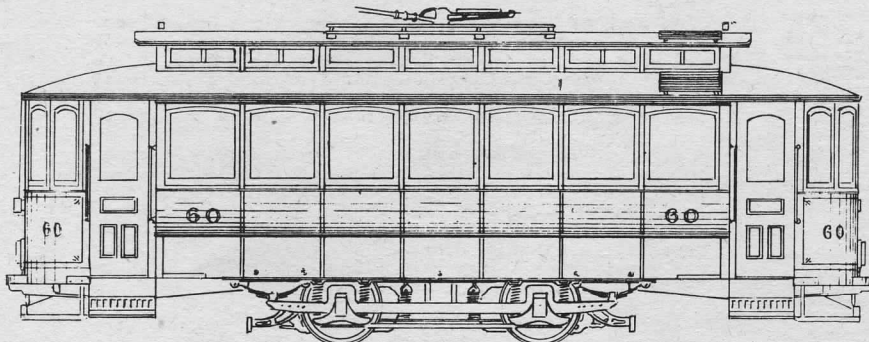
NEW ENGLAND ELECTRIC RAILWAY HISTORICAL SOCIETY INC.

SEASHORE ELECTRIC RAILWAY

for fiscal year ending FEBRUARY 1946.

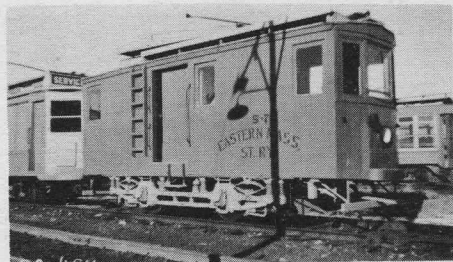
BOARD OF DIRECTORS

Alexander van C. Hamilton	President
Theodore Santarelli de Brasch	Gen'l Manager
Earl F. Bacon	2nd V. P. in charge operations
Gerald Cunningham	3rd Vice-president
Henry B. Brainerd	Chief Engineer
John E. Amlaw	Treasurer
Daniel M. Twomey	General Auditor
Leroy Snowden	General Counsel
Walter F. Goddard	Superintendent of Power
Horton K. Fanks	
Lucien B. Phinney	
Arthur Duncan	
John B. Barr	
Lester H. Stephenson	
Kenneth Cummings	



Side elevation of #60 Drawn by W. F. G.

March, 1946



S-71 at Salem Street, 1945 C. Duncan



Alexander van C. Hamilton
President

Dear Members of the Corporation:

I wish to welcome back our members who have returned from the various theatres of war where they have spent so many months, and hope those still in the services will soon return to civilian life. I also extend my greeting to our new members, many of whom I have not yet had the opportunity of meeting; and to all of you.

This past year showed a commendable improvement in our affairs. We enrolled many new members, our treasury has increased substantially and our cars and premises in Maine have been much improved. We are again progressing toward the goal we set seven years ago; that of creating and operating an electric railway where cars of historical interest may be restored as nearly as possible to their original condition. While we are not trying to create a transportation system, we are attempting to build a short line in the style of old time New England electric railways where our cars may be operated for the enjoyment of our members.

Our wartime office, in Providence, R. I., has been discontinued, and our new General Offices are now located at 10 Spring Hill Terrace, Somerville 43, Mass. We have purchased another car and have had it moved to our property in Maine.

Our newest car, S-71, was built about 1898 and was originally a Taunton nose plow. About 1915 it was rebuilt, by the Bay State Street Railway, from P-309 to a sand car, S-71. It was later converted to a line car and used at Gloucester until that division was abandoned, shortly after 1920; then it served in Salem, Melrose, Revere, and lastly Salem Street, Medford where it was kept by the Eastern Mass. St Ry. on Boston Elevated Railway property for the Stoneham line.

This is the fifth car we have purchased and moved to the ten acres of land owned by our Society, in Kennebunkport, Maine. The 300 feet of track constructed by our members is fast becoming overcrowded; plans for extension have been taken up in the reports of the General Manager and the Chief Engineer, on page 2.

Dues continue at \$1 annually, payable in advance before March 31. Office and maintenance expenses are met by this means, as will be the cost of the lighting current soon to be installed. Membership passes will be issued by the Treasurer's office upon the receipt of dues, please remember no one is allowed on the property without his pass. Visitors must obtain written permission from an officer and see the Resident Superintendent, Mr. Frederick Clough.

Shares of Contribution make expansion possible. You can assist by subscribing for them. Each share entitles the holder to one vote in the management of the corporation; unless you hold at least one share, you have only membership rights of limited scope. Irregular amounts count toward further payments.

Mr. Frederick Clough and his family have once again assisted us greatly in the protection of our property and we are deeply grateful to them.

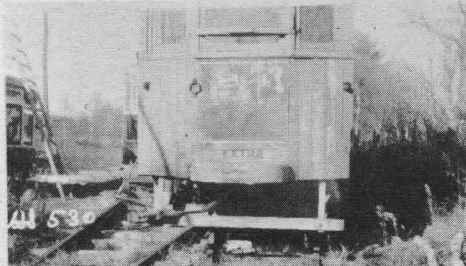
In 1943, we accomplished practically nothing; 1944 saw some improvement and 1945 was much more satisfactory. With the war now over, our plans for the coming year anticipate a great deal of expansion, and reconditioning of our cars. If you are able to devote some time in Maine this coming season, please make arrangements with Mr. Amlaw, who will assist you to obtain transportation if necessary.

Alexander Hamilton

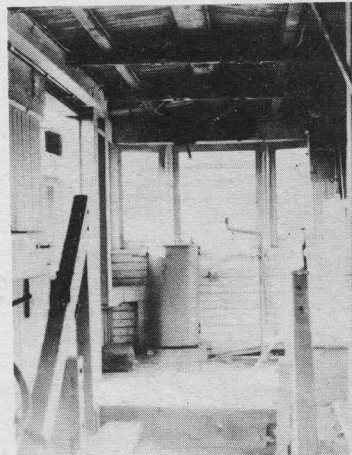
ROSTER OF CARS (in order of purchase by Seashore)

No.	Type	Builder	Date	Trucks	Motors	Control	Former Owners
31	12 bench Open	J. G. Brill	1900	Br 22-E	2-GE-200	2 K-36	Biddeford & Saco
38	28' Parlor	Laconia	1907	Laconia	4-GE-80	2 K-28-B	Manchester-Nashua
615	Birney Safety	Wason	1920			2 K-63-Br	Portland-B. & S.
60	20' Box	Laconia	1895	Br 21-E			Manchester St. Ry.
S-71	S T Line Car	Bay State	*1915	Peckham	2-GE-67	K-10,K-12	E. Mass-Bay State

Hand lettering for heading done by Mr. William Cushman



Showing temporary repairs to end L. H. S.



At left
S-71
view of
interior
photo by
W. F. G.

REPORT OF THE FIRST VICE-PRESIDENT AND GENERAL MANAGER



Theodore Santarelli deBrasch
Vice Pres. & General Manager

The wartime conditions prevailing during the greater part of the past year have prevented us from expanding our railway to the extent hoped for. However, we did purchase our first work car, S-71, had it moved to our property and we did carry on with the most necessary repairs to all of our cars.

#31 had its roof canvas repaired, and repainted with waterproof aluminum roof paint. The trolley lead wire was repaired, and the air tank was completely rebuilt and remounted on the car with new strapping, fittings, and piping. Work is now in progress on the main sill which will be finished soon. Repairs to this car are under the direction of Lester Stephenson.

#38 received mostly a little touch-up painting. The car had its roof thoroughly painted in 1944 with Asgum Red which is still in good condition. Plans for this year include painting, lettering and striping.

#60 had its roof painted with Asgum Red, its steps were rebuilt and it is now being repainted; white lead prime paint has been covered by one coat of enamel on both ends and one side. This year the other side will be done and a second coat of enamel put over the whole car. John Amlaw is in charge of this work.

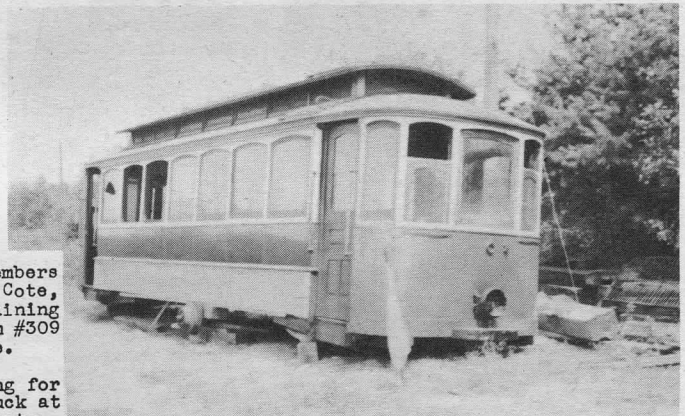
#615 had its roof completely cleaned and repaired, a coat of Asgum was applied, and the roof is now in good condition. Painting of the white trim was started in late fall but could not be completed because of a drop in temperature during the late afternoon. This was the last work attempted for the year. John Barr had charge of this work, that done on #38, and also cleared the brush from the right of way and the storage track.

S-71 had new roof boards installed and covered, four broken windows were replaced, the tower was removed to be rebuilt with hard maple flooring and new guard rail timbers; and one end was temporarily patched. This was done before the car was moved to Mains. Work on this car is under the care of Kenneth Cummings.

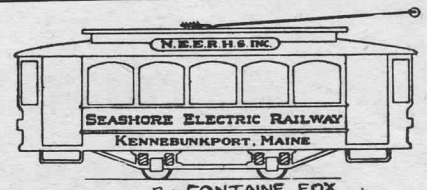


Left: Seashore members John Amlaw, Gene Cote, Walter Clough obtaining truck for #60 from #309 at Portland, Maine.

Right: #60 waiting for its Brill 21-E truck at the Seashore property, Kennebunkport, Maine.



#60, August 14, 1941 A. Hamilton



By FONTAINE FOX

Most of our cars need painting this year, some must be completely repainted, others will need touch-up only. We plan to start laying the special work for a yard and hope to complete at least one barn track this spring. This will enable us to use S-71, our new line car, to erect the roof framing for our barn. This car has a tower that raises to a height of seventeen feet from the rail and will also swing sideways about eight feet, thus making this car valuable for many uses.

We plan to start work on the foundations of our ear-house this spring. Although a final decision has not yet been made as to the exact type of structure, it is almost certain that some form of fireproof or at least fire-resistant, building will be erected, of such a design that additions may be easily made as required.

Although we are not yet ready for the 600 volt power to operate our cars, we are investigating a number of generating systems, and have finally located one that seems suitable for our needs. The one under consideration is a General Electric rotary-converter of 200 KW capacity; it can be operated by 2500 volt A. C., from the power lines adjacent to our property, or it can be driven by a gasoline or diesel engine.

As is readily apparent, our plans for this year are quite extensive, in order to make up for the slow rate of progress during the war years; but if every member able to assist will do his just share, we will reach every objective planned.

Theodore Santarelli de Brasch

REPORT OF THE CHIEF ENGINEER



Henry B. Brainerd
Chief Engineer

The most urgent need of the Society is for a car barn to shelter its cars. Your Chief Engineer has studied the problems in detail, and has come to the following conclusions: the building should be sixty feet long; cover three tracks on eleven foot centers, have trolley wire fifteen feet above the rail and accommodate as large a car as we are ever likely to acquire. Two quite different types of building appear to be satisfactory; a wooden gable roof structure with fire-resistant side-walls and roofing; or a "Quonset 40" prefabricated steel building. Several other types of construction have been investigated, but each one involves substantially greater cost, and hence is not recommended.

The next most urgent projects are the construction of a power plant and a main line. Use of commercial power will lead to very high standby charges while a converting station is as expensive to build as a generating plant. So an independent generating plant is the more economical solution, and for low first cost we should use second hand gasoline engines to drive it.

Track construction does not impose any outstanding difficulties. For several hundred feet from our present track, the only preparation needed will be to strip off grass, small bushes and saplings; the next few hundred feet will require a fill of two or three feet across a swamp, a matter of several days work for a bulldozer. One small culvert will be required. By following the former road that crossed the swamp, the length and depth of fill will be minimized. The remainder of the line, some thirteen hundred feet, will require neither cutting nor filling, but only removal of the trees killed by the forest fire of 1941. When we are ready to complete our main line, this tree and particularly stump removal will require quite a few days work with a tractor.

Your Chief Engineer wishes to acknowledge with gratitude the loan of a surveyor's transit by Mr. J. P. Lienesch, and structural engineering advice given by Mr. Burtis E. Brown.

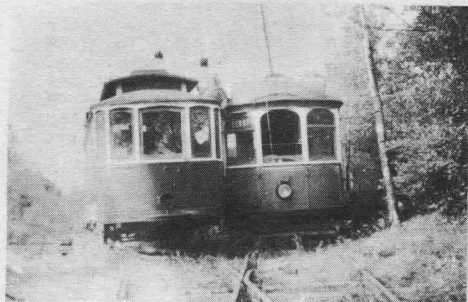
Henry B. Brainerd



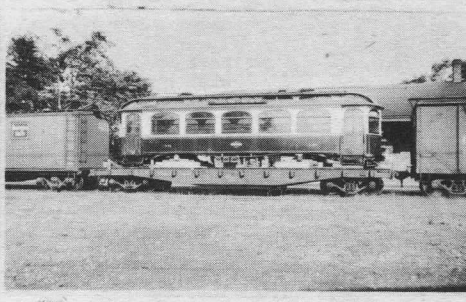
#38, at Manchester N. H., March, 1940, T. Santarelli



#615, #31, #38 at Kennebunkport Yard, 1941, W. Goddard



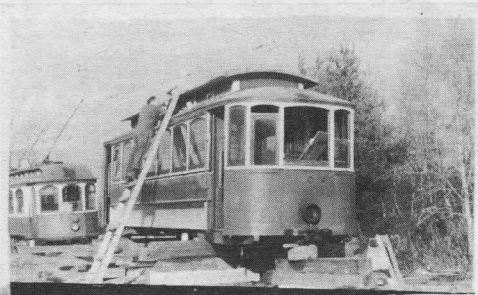
#60, #38 at Kennebunkport, 1944, J. Amlaw



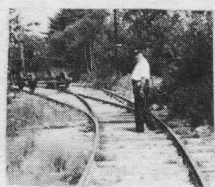
#38, at B. & M. station, Kennebunk, July, 1940 C. A. Duncan



#60, being moved up track, 1944, J. Amlaw
Motive power, John, Kenny, & Steve



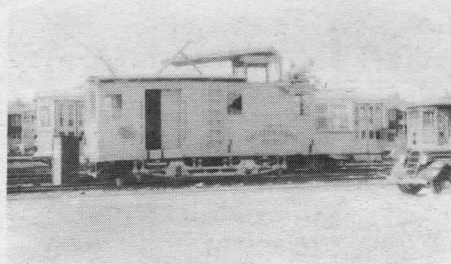
#60, clerestory painting, 11/11/40 T. Santarelli
Painter J. Amlaw



Our Chief Engineer, Henry B. Brainerd, examining the track and switch.



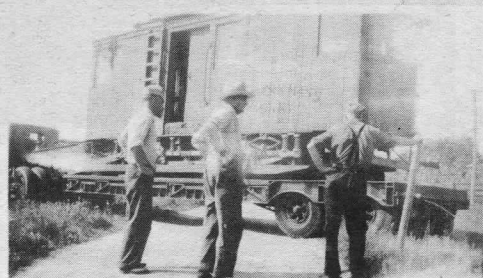
#60, showing new paint job, 1/13/46 T. Santarelli



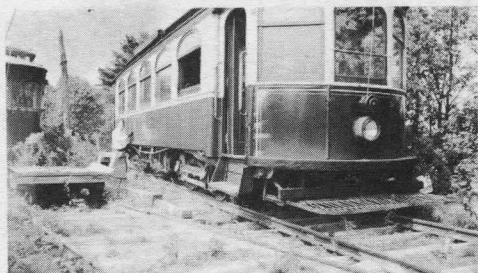
S-71, at Salem Street, Medford, 1945, J. Amlaw
Roof being repaired by K. Cummings and I. H. Stephenson. Note raised tower



S-71, being loaded onto Nutrie's trailer, Sept. 7, 1945 in Salem Street yard photo by Lester Stephenson



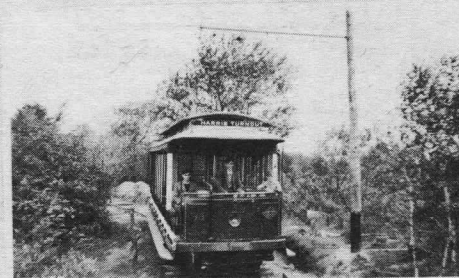
S-71, rounding corner at Clough's Crossing, Kennebunkport, 1945 L. Stephenson photo
Walter & Fred Clough in foreground



#38, #5, Dan Twomey painting, 1942, J. Barr



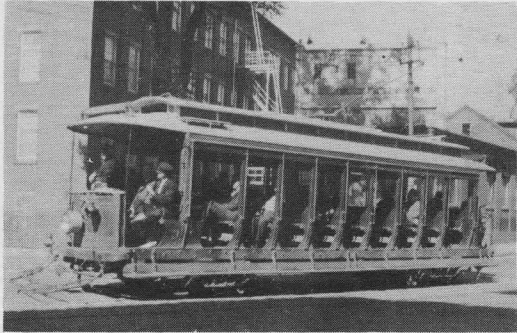
#615, Br 21-E truck for #60, H. Brainerd



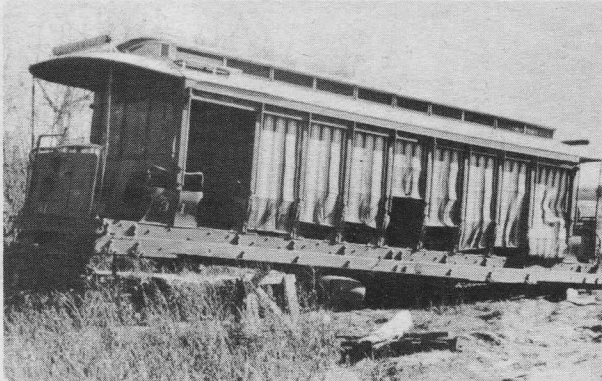
#31, Art, Muffy & Jackie Duncan, 1940 C. Duncan

We wish to thank those officials of the transit industry whose many valuable donations of equipment, supplies and tools have helped us greatly. We are sincerely grateful to them.

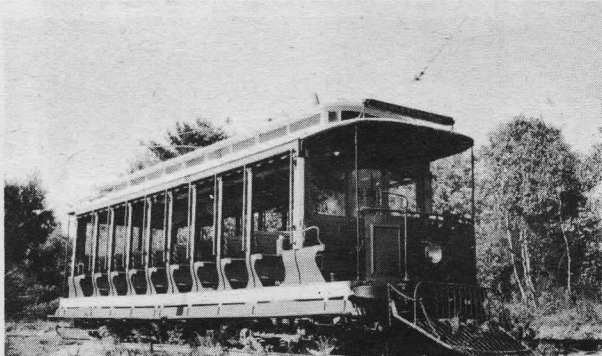
SEASHORE ELECTRIC RAILWAY



#31 on Main St., Biddeford, 1939, T. Santarelli



#31 at Kennebunkport, 1939, being reassembled, C. Brown



#31 at Kennebunkport, 1941, W. Goddard



John E. Amlaw
Treasurer

FINANCIAL REPORT
FOR YEAR ENDING
DECEMBER 31, 1945

This past year has shown a most gratifying response from our members, most of whom realize that we must be prepared for immediate action when the electric railways dispose of their cars and other electrical equipment. Many materials will be available to us at a fraction of their true values but only if we are in a position to pay cash and move them immediately from the seller's property.

While many of our members are familiar with our policies I feel that it will not be amiss to reiterate them for our newer members. All money in the general fund is used only for purchase of tools, materials, supplies, etc. Complete cars are purchased only when sufficient funds are raised over and above the money already in the treasury. You may donate sums in advance, specifying that your donation be used for car purchase if you desire. S-71, our latest car was purchased entirely from donations received for that purpose only.

Our present balance is allocated as follows: \$400 is set aside to start construction of a car barn to house our cars and tools; \$300 is intended for purchase of rails, ties, switches, etc., for yard and barn tracks; \$100 is allotted for purchase of tools, \$100 for an option on a generator, the one in mind being a G. E. rotary-converter of 200 K-W. capacity; the balance is for general expenses.

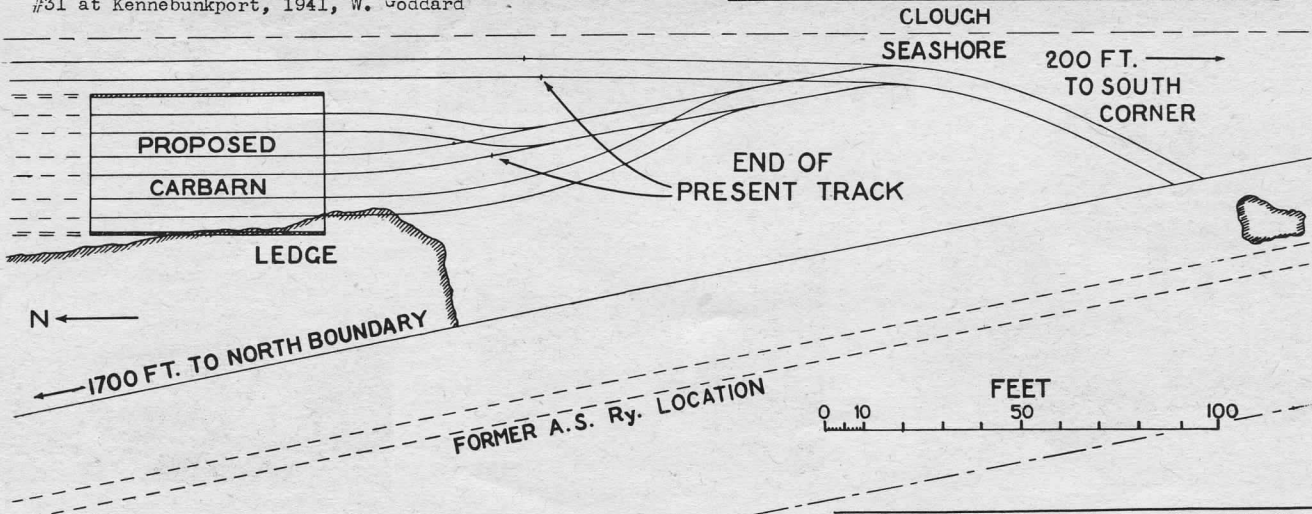
A moment of thought given to the above figures will show that the amounts allotted to a building and power station are sufficient to start on them only. If every member can purchase one share at least during this year, we will have our barn completed, and a power station set up before this year is over. It is our railway, shall we make it into an operating property or just be content to leave the cars as they are, outdoors and without the power to run them? We know which we want, let's work for it.

John E. Amlaw

FINANCIAL SUMMARY FOR 1945

Cash on hand, January 1, 1945	\$ 441.48
Total receipts	894.60
Total cash	\$ 1336.08
Total expenditures (includes S-71)	\$ 352.85
Balance on hand, December 31, 1945	\$ 983.23

Additional Copies of this report may be obtained upon request from the General Offices, NEERHS, 10 Spring Hill Terrace, Somerville 43, Mass.



Surveys and field drawings: Henry B. Brainerd
Finished drawing and lettering: Walter Goddard